

PUBLIC COMMENT )  
RE: GLACIER SHADOW PASS )  
US 20 Galena to Freeport )  
 ) Highland Community  
 ) College  
 ) Freeport, Illinois  
 ) June 25, 2003

REPORTER:

Julie K. Edeus,  
Certified Shorthand Reporter,  
Ashton, Illinois.

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(815) 453-2260

PRESENT ON BEHALF OF IDOT:

Steve Duncan  
Ross Monk  
Jon McCormick  
Geoff Smith  
Justin Russfeldt  
Tony Baratta  
David Almy  
Mark Nardini

PRESENT ON BEHALF OF JOHNSON, DEPP & QUISENBERRY:

Paul Biggers  
Andrea Bostwick  
Brian Davis  
Sue Loue

PRESENT ON BEHALF OF LOUIS BERGER GROUP, INC.:

Dan Loftus  
Jim Reichel  
Walter Ingram  
Bill Eldringhoff  
Tony Santiago  
Mike Dicentio  
Tim Barry  
Tom Dichiarra  
Ed Samanns

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(815) 453-2260

## INDEX

|                           | Page |
|---------------------------|------|
| Les Graham . . . . .      | 4    |
| Jim Cichock . . . . .     | 4    |
| Paul Holz . . . . .       | 5    |
| John Cox . . . . .        | 6    |
| Gary Vehmeier . . . . .   | 8    |
| Jim Leamy . . . . .       | 9    |
| Gerald Estes . . . . .    | 10   |
| Annette Yonke . . . . .   | 10   |
| Mike Cassidy . . . . .    | 11   |
| Julie Kleckner . . . . .  | 12   |
| Mike Kleckner . . . . .   | 12   |
| Chris Isbell . . . . .    | 13   |
| Albert Scheider . . . . . | 14   |
| Yoric Knapp . . . . .     | 16   |
| Bill Borsdorf . . . . .   | 21   |
| William James . . . . .   | 21   |
| Sharon Shaw . . . . .     | 22   |
| Dick Shouer . . . . .     | 24   |

Certificate of Shorthand Reporter . . . . .25

In Totidem Verbis (ITV)  
(815) 453-2260

LES GRAHAM.

gave the following public comment:

MR. GRAHAM: Les, L-e-s, Graham.

G-r-a-h-a-m. I'm on the Stephenson County Board. 253 Carver Street, Winslow, Illinois, 61089. I'm very impressed with the final layout here and I'm wondering when they can start it? Can they start tomorrow? I'm very impressed with it. It's very detailed, it's very understandable and that's the important part.

JIM CICHOCK.

gave the following public comment:

MR. CICHOCK: My name is Jim Cichock, C-i-c-h-o-c-k. I'm the deputy executive director of the Rockford Area Council of 100. We are the economic development group servicing Winnebago County and we assist Boone, Ogle and Stephenson County. Today I represent not only the Rockford Area Chamber of Commerce, but the Rockford Area Council of 100. We favor this extension and improvement of 20 between Freeport and Galena, not only because it's right for those communities but also because

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it's right for the region. Rockford is moving toward a warehouse distribution slice of our economy and as long as 20 remains in its present state we cannot continue to move in that direction. Essentially we have to the west of Rockford an industrial dead end that is unable to be served due to the infrastructure beyond Freeport. We'd like to see that changed and we believe with the addition of an improved Highway 20 that North Central Illinois can become a crossroads for major transportation. Thank you very much.

**PAUL HOLZ,**

gave the following public comment:

MR. HOLZ: I'm Paul W. Holz, H-o-l-z, 1468 South Burchard Avenue, B-u-r-c-h-a-r-d, in Freeport, Illinois. I moved there from Galena in 1963. I was working over in East Dubuque and they were building that four-lane highway. When we moved to Freeport I figured we'd be going over to Dubuque to see my mother on a four-lane highway, but that never happened and I was to the advisory council meeting -- the last one and they highly recommended the No. 2

3  
In Totidem Verbis (ITV)  
(815)453-2260

Long Hollow freeway alternate and I wrote a letter to IDOT to that effect in 1999 and carbon copies to Mayor Getz (phonetic), Representative Manzullo and other officials. I got several answers back. Recently I wrote a letter to Governor Blagojevich recommending that as he sees fit that we need funds for this project from the State and also the federal. I received an answer back from the governor and a card. Also a letter from Representative Manzullo and I -- the governor is having a meeting in Elizabeth, that's where I'm going after while. I want to see how much money he's going to allocate towards this and we need to get busy with this as soon as possible. I hope to drive that freeway. Thank you.

**JOHN COX,**

gave the following public comment:

MR. COX: John Cox, C-o-x. I'm the president of the JD/S Four-Lane Highway 20 Association. I'm also the former congressman from this district and I was the congressman when we were able to acquire the funds to initiate this study and I would just like the

4  
In Totidem Verbis (ITV)  
(815)453-2260

record to show that I'm very pleased with the results of the process. I think it took too long, but I'm pleased with the results and hope that all final approvals can be accomplished as quickly as possible. We're working very hard with the United States House of Representatives, the Senate, the Illinois legislature and the governor's office trying to identify where funds can come to get this road built and we look forward to IDOT's continued prioritizing this road. We know that the governor is prioritizing the road because he's coming to Elizabeth today at 5:30 to do so. We hope that if there are any delays or reasons for this process to be slowed down that IDOT will announce that the delay is occurring and why it's occurring. I can tell you that we've worked closely with IDOT through this entire process and are pleased with the results, but we have found the process to be less than perfect. We have been frustrated many times where delays occur sometimes for more than a year at a time where we had no idea what was happening, no public information as to why

In Totidem Verbis (ITV)  
(815)453-2260

things weren't occurring and as important as this public process has been, it has both encouraged people to participate and discouraged them from participating because of the delays that have occurred, so I want to be positive about everything that has been accomplished, but I do urge the Department to make a point that if there are delays or there are time periods when no action is occurring that they issue a press release or some other means of communicating with the public why the delay is occurring, why action isn't happening with regard to completing the road and when they expect things to start happening again. Otherwise as an organization and as an individual I want to report that we're very pleased with the results of this process. Thanks.

**GARY VEHMEIER,**

gave the following public comment:

MR. VEHMEIER: First name is Gary, G-a-r-y, Vehmeier, V, as in victory, e-h-m-e-i-e-r. I own the property that's at the intersection of Wagner Road and Stage Coach Trail right now.

5  
In Totidem Verbis (ITV)  
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It's a historic intersection. Also right across the road is Atkins Energy, the new ethanol plant. Atkins is in an enterprise zone. To go right across the road would be -- would put my property in the enterprise zone. I have every intention within the near future to develop the rest of my 20 acres into retail stores. I believe that by having the -- whatever they call it -- the accesses where they are that I'd have a tough time attracting customers to find my location if there wasn't an -- interchange is the word I was looking for -- interchange at Stage Coach Trail. Highway 73 obviously, you know, a state highway, something to be said for the historic Stage Coach Trail that begins right at the edge of my property and goes all the way to Galena. I suppose it could be accessed in Lena, but I think it meets some concern with Atkins Energy there, a major ethanol-producing plant and my retail businesses.

**JIM LEAMY,**

gave the following public comment:

MR. LEAMY: Jim Leamy, L-e-a-m-y, 11882

6  
In Totidem Verbis (ITV)  
(815)453-2260

Dunnloggin Road, Lena, Illinois, D-u-n-n-l-o-g-g-i-n. I just wanted to comment about the presentations that were given tonight. I mean, I've gone to a lot of different things like this for other reasons and I think the State has done a great job as far as putting it on. The visuals that they gave as far as the slides and the overall movies, as you want to call it and the map system that they've got set up, I think they did a good job. That's basically it.

**GERALD ESTES and ANNETTE YONKE,**

gave the following public comment:

MR. ESTES: The name is Gerald Estes, that's spelled E-s-t-e-s.

MS. YONKE: Annette Yonke, Y-o-n-k-e.

MR. ESTES: The address is 10405 Bellevue Road in Orangeville, Illinois, 61060 and we are owners of an 82-acre farm southwest of Orangeville and I think the purpose for making a statement here is that we -- at least I strongly support the preferred Alternative No. 2 for the freeway between -- from Freeport to Galena.

7, 8  
In Totidem Verbis (ITV)  
(815)453-2260

MS. YONKE: I support the same, I concur with his support. I'd like to add one other thing. I'm very concerned about the accident rate that -- that was on one of these posters and I'm hoping that the process doesn't have to go through years and years and years of phasing in. I think particularly in this region as development occurs that it's a very timely construction project and I'm hoping that it can get started at least within the next two to three years even though that may be impractical. I understand what it must go through, Washington and, you know, the State of Illinois and so on, but I think the public health consideration is major for me.

MR. ESTES: Thank you.

**MIKE CASSIDY,**

gave the following public comment:

MR. CASSIDY: My name is Mike Cassidy, C-a-s-s-i-d-y, 26 Northwest Avenue, Freeport, 61032. My main interest is in the construction of this highway. That a great deal of attention should be given when they leave the contracts to the contractors about the design

9  
In Totidem Verbis (ITV)  
(815)453-2260

of borrow pits and interchanges that they're pleasant. 39 going south I find that many of the borrow pit down there are just square or rectangular that don't blend in to the surroundings at all and I would think that with very little extra expense, if any, that borrow pits could be made to be useful to the environment and also be useful to the citizenry and being able to have them for property design for fish and wildlife areas, because you're going to a beautiful area of the country and this should be blended in. Outside that I think that it's great as far as the design is concerned, everything looks wonderful. I just wish there was some way of speeding it up. Thank you.

**MIKE and JULIE KLECKNER,**

gave the following public comment:

MS. KLECKNER: My name is Julie Kleckner, K-l-e-c-k-n-e-r, and my husband, Mike Kleckner, K-l-e-c-k-n-e-r. We rent and farm land by Stockton. With the building of the proposed Route 20 we will have approximately 20, 25 acres that is landlocked and we are concerned

10, 11  
In Totidem Verbis (ITV)  
(815)453-2260

as to how we're going to be compensated for this. Are they going to buy it or you know --

MR. KLECKNER: That's good. What else?

MS. KLECKNER: We'd also like to be kept informed of the progress and, you know, when the land purchase is going to be.

MR. KLECKNER: Just updated on any new developments. We think it should go a little farther north and then we wouldn't have a problem. Just that we're representing Robert and Shirley Kleckner, yeah, representing them today. Thank you.

**CHRIS ISBELL,**

gave the following public comment:

MR. ISBELL: Chris Isbell, C-h-r-i-s I-s-b-e-l-l. I'm the Stephenson County Highway Engineer, 295 West Lamm Road, L-a-m-m, in Freeport. Basically two points. One, the intersection of the proposed alignment in Galena Road near Lena, I'd like to see a second interchange for Lena there along the county road, with the ethanol plant and fertilizer plant there we have a lot of hazardous materials, flammable materials, a lot of

12

In Totidem Verbis (ITV)  
(815)453-2260

traffic that way. Also, we have more traffic on the county road, Galena Road, than currently is on Illinois Route 73. With a growing community I feel that a second interchange is very much warranted there. The other point is the new interchange at Bolten (phonetic) and the proposed alignment would recommend building the interchange as -- as planned at this point but eliminating the realignment of AYP road into that interchange and actually put it back on its old alignment and put a crossover there to link that back into Business 20. This would eliminate some cul-de-sacs and dead ends for the township maintenance being snowplowing and would very much improve their operations and I feel that the cost of the overpass to put AYP back in would be offset by the elimination of the proposed grading and realignment of AYP. All right. Thank you.

**ALBERT SCHEIDER,**

gave the following public comment:

MR. SCHEIDER: I'm Albert Scheider, S-c-h-e-i-d-e-r, from Orangeville, Illinois and I support a no-bill policy for the highway

13

In Totidem Verbis (ITV)  
(815)453-2260

project. I don't really think it's that necessary. The old highway could be used, I think for some time yet. I traveled that highway quite a few times during the last five years because my daughter went to college in Dubuque, Iowa and now she's graduated, but I traveled that highway quite a few times and with the improvements that have been made and with the terrain that is out there I don't really think it's necessary to build a new highway. Yes, it's busy sometimes, quite busy, but then other times traffic is sparse, so a new highway doesn't always guarantee safety. I live in Orangeville, Illinois and there was a new bypass built around there a couple years ago. I think there's been three accidents on that -- on that bypass since it was built, so that's not the most important thing, but I think the main thing that the State of Illinois needs to do is enforce traffic safety by asking motorists to slow down. If you drive 55 miles an hour like I did today coming from Orangeville to Freeport and people pass you right and left, they do and that speed causes a

In Totidem Verbis (ITV)  
(815)453-2260

lot of accidents and if they'd slow down a little bit there wouldn't be so many accidents, so those are my thoughts. I'd rather see some improvements made on a couple Freeport streets than let alone a highway, so I'm definitely a no-bill person on the highway project. Thank you.

**YORIC KNAPP,**

gave the following public comment:

MR. KNAPP: Yoric Knapp, spelled Y-o-r-i-c K-n-a-p-p. I live at 926 West Stephenson Street in Freeport, Illinois and I support the construction of this road. Both our state and federal governments should place a high priority on public safety when deciding how to allocate limited funds and resources. Since this stretch of road has showed excessive accident rates for many years it's important that we remedy the problem before more people are seriously injured or killed. Let's build a road that tomorrow's children will be safe to travel on. Thank you.

MR. HAMILTON: Dennis Hamilton, D-e-n-n-i-s H-a-m-i-l-t-o-n, 10664 East Rush Town Road,

14, 15

In Totidem Verbis (ITV)  
(815)453-2260

Stockton, Illinois. I come here tonight with three hats on, a private citizen, CEO of the Freeport Health Network and the chairman of the Freeport Area Economic Development Council. I live just outside of Stockton and travel to Freeport daily for my business. I look at that drive from two perspectives, traffic volume and safety. Not a day goes by that I don't see people passing in a no-passing zone. I guess why this happens is there's very few, if any, safe spots for the highway patrol to monitor traffic between Lena and Stockton. Since I moved to Stockton a little over a year ago I count cars. Rarely is there less than a hundred cars in this 15-mile stretch from Stockton Road to the Highway 20 bypass. In fact, tonight coming in there were a hundred eighty-three cars in that 15-mile distance and I drove in at about 45 miles an hour in a 15 car -- line of cars.

Secondly, I speak as a CEO of the Freeport Health Network. Freeport Health Network serves Stephenson and JoDaviess Counties which are the primary counties that Highway 20 will go

In Totidem Verbis (ITV)  
(815)453-2260

through. As an individual with overall responsibility for 1,500 employees and a little over 560,000 patient visits a year the economic instability of our region concerns me greatly. The growing age of our patients concerns me which has caused a great decline in the young patients that we serve in the region. I am concerned about the future of Freeport Memorial Hospital which has in the past and hopefully into the future will serve the area strongly. One of the tenants I hold dearly is doing what's right in dealing with my staff. I know right is not a guiding beacon in this highway development process, but I must ask the question on behalf of the 95,000 plus people living in the five-county area of Northwest Illinois that would benefit from a four-lane Highway 20. Is it right that the citizens of this area who pay taxes to the state should continue to live with the dangerous highway with traffic volume which really justifies a four-lane highway? During the 17 years in my CEO tenure at Freeport Memorial Hospital and Freeport Health Network scores of our citizens

In Totidem Verbis (ITV)  
(815)453-2260

have been treated in our emergency room and scores of our neighbors, friends and family members have been slaughtered on this highway because of bureaucratic ability to do what is right for this region. Certainly I speak as the chair of the Freeport Area Economic Development. I've seen the deterioration of our economy in this region over the last several years. I've seen also the decline in the younger population who have or don't come home when there are no jobs. While watching this decline I see the growth of comparable communities around the region. Look to the south and see Rochelle, a thriving community smaller than ours who have grown substantially because of the four-lane access north, south, east and west. In Iowa, the state where I grew up, I see towns smaller than Freeport such as Maquoketa, Dewitt, Cascade and Dyersville thriving because a four-lane highway has been completed or is already in construction with new businesses growing up to the edge of that proposed construction. I also look to Wisconsin and see a state that is very much

In Totidem Verbis (ITV)  
(815)453-2260

into environmentalism. I am an avid trout fisherman and spend many hours a year on the streams of northwest -- or southeast -- excuse me -- northwest Wisconsin. Yet their environmentalism allows them to continue to build and expand Highway 151 through that same region. In my lifetime I would like to see the fulfillment of Highway 20. I came to Freeport 17 years ago and in the process of cleaning out the desk of my predecessor I read a letter wrote to Dr. Rashey (phonetic) from Stockton. Dr. Rashey was a physician who practiced in Stockton from the mid-'50s until his retirement in the '80s. The letter basically said two things. It welcomed Dr. Rashey to Stockton, he has also since retired and died and also said that there would soon be a four-lane highway between Stockton and Freeport to make his drive to the hospital easier. That letter was sent in about 1956. It is time to build this highway, it is the right thing to do and it has been -- and it has been for a very long time. Please consider this for the future development of northwest Illinois both for the safety and

In Totidem Verbis (ITV)  
(815)453-2260

economic health of the community. Thank you.

**BILL BORSODORF,**

gave the following public comment:

MR. BORSODORF: My name is Bill Borsdorf. I live at 11752 US 20 East, Stockton, Illinois. B-o-r-s-d-o-r-f. My concern is the expressway, it bisects my dairy farm and all the forages on about approximately a hundred and thirty-five acres south of the expressway have to be moved to a point north of the expressway. The only route to that point is through the Village of Stockton. It adds approximately two miles to my -- what do you call it -- I have to make additional two-mile tract to get to this point of work. I'm hoping there's some resolution to this, either an underpass where I can use old Route 78 or an overpass or something like that. That's all I have to say.

**WILLIAM JAMES,**

gave the following public comment:

MR. JAMES: Okay. My name is William James, W-i-l-l-i-a-m J-a-m-e-s. 204 East Baldwin Street, Post Office Box 103, Apple River, Illinois, 61001. I'm a lifelong

16, 17  
In Totidem Verbis (ITV)  
(815)453-2260

resident of JoDaviess County. I've watched them work on this project for in the neighborhood of 40 years. I'm a school teacher, I teach in Elizabeth. I need to enter and exit Highway 20 12 times every day and it's gotten worse every year since I started. We need this project and we need it completed as soon as possible. I agree with the alignment that has been chosen and I just want you to move as fast as you can in getting this road done. Thank you.

**SHARON SHAW,**

gave the following public comment:

MS. SHAW: Sharon Shaw, S-h-a-r-o-n S-h-a-w, and my address is 814 East Empire Street here in Freeport. Well, I think I like most of what's proposed. I really like the idea of having more safety because I know of people who have been involved in accidents on Route 20 and I'm 52 and I know they've been talking for like 40 years to do something about, you know, the speed that people do, the passing lanes that people pass in when they shouldn't, yeah, and so I think this is going

18  
In Totidem Verbis (ITV)  
(815)453-2260

to be a really good thing. I think about the only objection that I can see right now that I really don't like and that I think they need to look at a little closer is at the Woodbine interchange. My aunt is Ruth Chumbler, C-h-u-m-b-l-e-r, and she just had some work where the Department came in and redid an exit of Farion (phonetic) Road onto Route 20. It's still dangerous to make a left-hand turn. They made her remove some trailers and move them further down the road and the proposed interchange looks like the exit ramp off and then the road going back towards Woodbine would take up Farion Road which right now is a gravel road that's like a lane and a half and if it's longer then it looks like part of her house will have to be removed and the trailers and I think, okay, then if you had any idea you were going to do this why did you rearrange things a year or two ago. That's basically my biggest thing and then I'm also kind of wondering is this going to take like another 10 or 20 years, so -- but -- well, I do -- I've been to Oregon and seen US Route 20 there and it's a beautiful

In Totidem Verbis (ITV)  
(815)453-2260

road and I've been out going past Dubuque, Iowa to pick up a dog and it was a wonderful drive and I hope that this will be the same way, so, okay, I guess that's about it.

**DICK SHOUSER,**

gave the following public comment:

MR. SHOUSER: Dick Shouser, S-h-o-u-s-e-r, Freeport. I enjoyed the opportunity to see this presentation and was very impressed by the computer graphics used to simulate a drive through the proposed new road.

(The public comment session was concluded at 7:00 p.m.)

19  
In Totidem Verbis (ITV)  
(815)453-2260



ILLINOIS DEPARTMENT OF TRANSPORTATION  
STEPHENSON COUNTY, ILLINOIS

IN RE: )  
GLACIER SHADOW PASS )  
US 20: Galena to Freeport )  
 ) Highland Community  
 ) College  
 ) Freeport, Illinois  
 ) June 25, 2003

I, Julie K. Edeus, hereby certify that I am a Certified Shorthand Reporter of the State of Illinois; that I am the one who, by order and at the direction of the Illinois Department of Transportation, reported in shorthand the proceedings had or required to be kept in the above-entitled case; and that the above and foregoing is a full, true and complete transcript of my said shorthand notes so taken.

Dated at Ashton, Illinois, this 2nd day of July 2003.

*Julie K. Edeus*  
Julie K. Edeus  
Certified Shorthand Reporter  
IL License No. 084-003820  
8991 South Prairie Road  
Ashton, Illinois 61006



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ORIGINAL

PUBLIC COMMENT )  
RE: ILLINOIS DEPARTMENT ) Galena Convention  
TRANSPORTATION US 20 ) Center  
PROJECT ) Galena, Illinois  
 ) June 26, 2003

Public Meeting commenced pursuant to assignment, at 3:00 p.m.

## APPEARANCE:

Ms. Andrea Bostwick, Environmental Analyst  
JOHNSON, DEPP & QUISENBERRY  
6417 Cherylwood Drive,  
Springfield, IL 62707

## REPORTER:

Callie S. Fleming  
Certified Shorthand Reporter  
Ashton, Illinois

In Totidem Verbis (ITV)  
(815)453-2260

## INDEX

|   | Page |
|---|------|
| Armando Villa . . . . .                   | 3    |
| Dennis Heidenreich . . . . .              | 4    |
| Glen David Evans . . . . .                | 6    |
| Larry Stoneburner . . . . .               | 8    |
| Karrole Collins . . . . .                 | 12   |
| Constance White . . . . .                 | 13   |
| Larry Huntlocker . . . . .                | 14   |
| Michael Stancato . . . . .                | 14   |
| Jack Zane . . . . .                       | 14   |
| Bruce Hoff . . . . .                      | 15   |
| Charles Asp . . . . .                     | 16   |
| Ann Holingworth . . . . .                 | 16   |
| Jim Schlichting . . . . .                 | 17   |
| James Boho . . . . .                      | 17   |
| Tag Chapman . . . . .                     | 19   |
| William Barrick . . . . .                 | 19   |
| Esther Lieberman . . . . .                | 20   |
| Mel Gratton . . . . .                     | 21   |
| Ed DuPlessis . . . . .                    | 23   |
| Bonnie Garrity . . . . .                  | 27   |
| Trudy Saltenberger . . . . .              | 29   |
| Kenneth and Susan Haas . . . . .          | 30   |
| Larry Steven . . . . .                    | 31   |
| Robert Dittmar . . . . .                  | 31   |
| Teresa Regan . . . . .                    | 32   |
| Richard and Tanna Gold . . . . .          | 33   |
| Armando Villa . . . . .                   | 33   |
| Daniel Sproule . . . . .                  | 34   |
| William Wade . . . . .                    | 35   |
| Michael Scholz and David Jansen . . . . . | 36   |
| Charlice Offenheiser . . . . .            | 39   |
| Al and Beth Bird . . . . .                | 39   |
| Karl Johnson . . . . .                    | 40   |
| Robert F. Raymond . . . . .               | 41   |
| Gerald Arnold . . . . .                   | 44   |
| Florian Cholewinski . . . . .             | 46   |
| Bob and Kathy Schille . . . . .           | 47   |

Certificate of Shorthand Reporter. . . . . 53

In Totidem Verbis (ITV)  
(815)453-2260

## ARMANDO VILLA,

gave the following public comment:

MR. VILLA: My name is Armando Villa,  
A-r-m-a-n-d-o V-i-l-l-a. My address is 826  
South Rocky Hill Road, R-o-c-k-y H-i-l-l Road  
in Galena.

And I am giving you some questions. My  
question is -- the first question is why do we  
need this project now?

The second question is why don't we  
build -- I'm sorry, why don't we just build  
another beautiful two-way road similar to the  
current Route 20 on the same tracing of the  
IDOT proposed freeway?

The third question is why IDOT did not  
study the alternative of making another two-way  
road?

The other question is why the IDOT freeway  
will cost close to \$15 million per mile when  
Route 39 only costs \$600,000 per mile?

And the other question is why IDOT wants  
to build a four-lane freeway to arrive to a  
two-lane bridge in East Dubuque and a series of  
stoplights after that, you know, the malls of

20  
In Totidem Verbis (ITV)  
(815)453-2260

Dubuque?

The other question is why IDOT wants to build a four-lane freeway to arrive to a four-lane traffic lights in Freeport?

The other question is why IDOT did not consider an alternative by the border with Wisconsin where they already have a four-lane bridge into Dubuque, Iowa, and it would benefit other communities?

And that's about it.

**DENNIS HEIDENREICH,**

gave the following public comment:

MR. HEIDENREICH: Dennis Heidenreich, H-e-i-d-e-n-r-e-i-c-h. Okay, and this is land that is on the map GHS east of Park Road. Now, according to what he had showed me on the map they are going to have -- Park Road will go over the new highway and they will have to build that property, I don't know how high, but it will have to be built up. We're concerned about drainage, that there's tile lines in there, it will go -- the proposed highway will take all the farm buildings -- this is on my mother's farm -- will take all the farm

21  
In Totidem Verbis (ITV)  
(815)453-2260

buildings on the -- what we call the home farm that's been in the family since 19 -- I believe 1918. There will be, as far as I can see, no place to relocate the buildings. The highway actually will split the farm in two, there will be 20 acres on one side of the farm, on the southwest side there will be 20 acres left with a creek dividing that, so part of that land will be landlocked. On the northeast side of the highway there will be land there that will be landlocked and according to the map it doesn't show the two farms as being separate farms, it shows it as all one farm, which it is farmed as one farm but it is in a trust as two separate farms.

I think that pretty well covers it, is we need some answers to farm buildings, what they are going to do with them and how, you know, they would reimburse or rebuild, relocate and what to do with the land if it will be landlocked. The address would be 236 West Main in Elizabeth, Illinois, and I'm speaking for my mother, she -- which would be Lola Heidenreich, she would be the owner and it is in a trust

In Totidem Verbis (ITV)  
(815)453-2260

under Raymond Heidenreich.

**GLEN DAVID EVANS,**

gave the following public comment:

MR. EVANS: My name is Glen David Evans. My address is 3436 Long Hollow, Elizabeth, Illinois. This is my statement that I'm making on behalf of a large number of local people and as I read through this you'll be able to see what they are talking about.

As president of the Freeway Watch Committee I want to make a statement concerning the position of this organization. The Freeway Watch Committee was formed in 1993 to represent the view of a large number of residents and other interested parties who regarded the proposals for the development of a four-lane freeway as extremely damaging to the uniquely beautiful countryside through which it might pass.

After the first public meetings the Freeway Watch Committee circulated a mission statement which stated, "We hereby oppose the construction of a limited access freeway which will destroy homes, businesses, farms and

22  
In Totidem Verbis (ITV)  
(815)453-2260

natural lands in JoDaviess and Stephenson Counties. We propose the study, design and construction of an appropriate US Route 20 utilizing the existing roadbed of Route 20." To this we subsequently added a provision providing for the construction of town bypasses where appropriate. This statement was circulated in the form of a petition which was signed by approximately 2,500 people and organizations.

Our opposition to the four-lane freeway is strongly maintained and we shall submit a written statement in response to the DEIS which will deal with our opposition in depth. It must, however, be stated at this stage that the statement made by IDOT in the DEIS that there is no known opposition -- if, as we think, it refers to their preferred freeway proposal -- is a misstatement of fact. Over the last nine years Freeway Watch has had a great deal of contact with IDOT, which is well aware of the opposition it represents. We continue to believe that this part of JoDaviess County should not be sacrificed in the interest of

In Totidem Verbis (ITV)  
(815)453-2260



through truck traffic which the freeway will encourage and which was designated as part of the National Highway System in November of 1998. It is predicted that it will become a high priority trade corridor for a very large number of trucks.

Whatever the final determination may be, since the existing road will always be used by local people, we have particularly noted that during the period of planning and assessment, and presumably until the road is made as safe as possible, the State of Illinois will continue to make improvements, which according to IDOT's own figures have reduced, and no doubt will continue to reduce, accidents along its length. We intend a vigorous defense of our position and have instructed a well-known consultant to help us prepare it.

We believe the majority of local people support us. A four-lane freeway is not in the best interest of JoDaviess and Stephenson Counties.

**LARRY STONEBURNER,**

gave the following public comment:

23

In Totidem Verbis (ITV)  
(815)453-2260

**MR. STONEBURNER:** Larry Stoneburner, S-t-o-n-e-b-u-r-n-e-r, 1048 North Clark, Galena.

Basically IDOT has neglected seeking variations for the Federal Transportation Authorities until they get the road laid out, and it's obvious they want to do that because they -- their primary concern is to build a high speed road for big trucks, which, of course, does not take care of the needs of the local citizenry.

My suggestion, again, is with these variations they consider looking at a National Scenic Parkway System, like the Neches Trace (phonetic), which, of course, reduces the speed, reduces the amount of land they would have to take and, of course, would not please the truckers because they like to go at high speeds regardless of what the local situation is. So if I could design a road west of Stockton to Galena it would be something similar to the Neches Trace Parkway, where the speed limits are restricted, where the vertical change in land topography is less, the curves

In Totidem Verbis (ITV)  
(815)453-2260

are less, and include perhaps putting median barriers periodically to reduce the amount of land that they have to take with this high speed railroad that they seem so determined to put in whether or not it fits the land or fits the local people's interest.

**KARROLE COLLINS,**

gave the following public comment:

**MS. COLLINS:** My name is Karrole, K-a-r-r-o-l-e, Collins, C-o-l-l-i-n-s. I reside at 321 South Clark Lane, Elizabeth, Illinois, 61028.

What I would like to ask is how the Integrated US Corridor is tied into the land NAFTA trade route system?

I would like to know statistically how this is going to affect the area, the hollows and the environment. The vehicle emission on the trucks that will be coming through this area will be huge, and statistically there are statistics that designate how many trucks will be coming through. It's of primary urgency that the truck emissions do not find their way into the hollows where they will be trapped or

24

In Totidem Verbis (ITV)  
(815)453-2260

we will have a Denver in this area, because the fog in the hollows hold in the truck emissions, the sulfur dioxide, nitrogen oxide, carbon monoxide.

And I'm in opposition to where 20 is put -- is being put. I'm not against the highway, but to the location of the highway.

**CONSTANCE WHITE,**

gave the following public comment:

**MS. WHITE:** Constance White, 221 South Clark Lane, Elizabeth, Illinois, 61028.

Regarding the Long Hollow alignment and the bypass around Galena to me is very inflexible because of the heavy nest of traffic that would be coming through creating impossible situations for people to breathe and live in. The emissions will be extremely harmful to the people and the hollows, to the wildlife, and the plant life and the domestic animals and the people in Galena that will be living in an environment where the emissions will back into the city and have nowhere to go because of the ridge in which it is built. I just think it's a real bad idea to put it there

25

In Totidem Verbis (ITV)  
(815)453-2260

for all life forms in the area.

**LARRY HUNTLOCKER (phonetic),**  
gave the following public comment:

MR. HUNTLOCKER: Larry Huntlocker, 2470  
South Farren (phonetic) Road, Elizabeth,  
Illinois.

First of all, we need this road bad. My  
concern is that in between west of Woodbine it  
looks like it could be put east of Woodbine  
with a lot less farm ground taken out.  
Interchange on the proposal looks like 150, 200  
acres of good farmland, where east of Woodbine  
I think you could make it tighter and be  
pasture and trees.

That's all I have to say, and we need the  
road, we need to bypass Galena correctly.

**MICHAEL STANCATO,**  
gave the following public comment:

MR. STANCATO: My first name is Michael,  
middle initial B, last name is Stancato,  
S-t-a-n-c-a-t-o.

I'm here at the Highway 20 display and  
question and information meeting, and while in  
the slide show they said that none of the new

26, 27  
In Totidem Verbis (ITV)  
(815)453-2260

Route 20 would be built on ridges, and when you  
go into where the map section is they show some  
of Route 20 on some of the highest ridges  
around in JoDaviess County, they show it going  
around Tapley Woods. There is going to be New  
Route 20 on one side of Tapley Woods and the  
Old Route 20 on the other side of Tapley Woods.  
That gives no thought to what's going to happen  
to the wildlife in there. When they move they  
are going to cross either the new highway or  
the old highway. The new highway will have a  
higher speed limit, I believe is going to be  
less safe than the old highway is. I also  
think that this entire US 20 proposal is done  
strictly for the trucking industry going  
through the northern part of this state and  
into Iowa, into the Dakotas, into Colorado, and  
that it's not done for safety for the citizens.

They show in 1999 214 accidents, 50 of  
those -- it's at 26 percent -- was with just  
animals alone, and the new highway they are  
going to be doing approximately 15 to 20 miles  
per hour faster. I think all this is -- and I  
don't know how else to say it -- a sham. It's

In Totidem Verbis (ITV)  
(815)453-2260

going to go bypassing all the little towns,  
it's going to amount to the death mill for the  
towns of Stockton, Woodbine, Elizabeth, and  
it's not done for safety, it's done for the  
trucking industry. And that's how I feel and I  
think I'm going to prove to be right over the  
years.

**JACK ZANE,**  
gave the following public comment:

MR. ZANE: Jack Zane, Z-a-n-e, 235  
Winnebago -- like the county -- here in Galena.

My comments are with reference to  
emergency access for EMS. I happen to be an  
EMT here in town. A discussion with one of the  
men, I said it's going to take us a minimum of  
15 minutes from the time a call comes in for an  
accident on the interstate or the expressway to  
get to either the 84 or the Horseshoe Mound  
Interchange before we even head for the  
accident itself on the expressway. And in  
reviewing this we looked at the best thing to  
do would be to allow an at-road access via  
gravel road and locked fence on Buck Hill. At  
least as far as EMS is concerned that will get

28  
In Totidem Verbis (ITV)  
(815)453-2260

us in there, and I believe fire and police  
would probably agree, but you'd have to contact  
them to be certain, but we definitely need that  
because that's going to cut down the time of  
just getting there probably to 10 minutes from  
the time the call goes out.

**BRUCE HOFF,**  
gave the following public comment:

MR. HOFF: My name is Bruce Hoff, H-o-f-f.  
I live at 3223 Headquarters Road, which is just  
west of the junction of 84 and present 20.

And my comment is that I really want to  
compliment IDOT on the job it's done and on the  
long haul of choice, which I think is clearly  
the best and always has been, and I think  
that's verified by the fact that the Citizens  
Advisory Council favored that choice  
unanimously. And I also think that the  
Advisory Panel did an excellent, conscientious  
job and I attended several of their meetings,  
including their final meeting where they came  
to the unanimous decision and I thought it was  
a very, very impressive exercise. And that's  
all.

29  
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(815)453-2260